MAY/JUNE
2024

the national FALCON news

MAGAZINE OF THE FALCON CLUB OF AMERICA

TABLE OF CONTENTS

Cover
1964 Falcon Station Wagon owned by Jim Erickson (FCA #15373) of Las Cruces, New Mexico. See “Bogie's Car” on page 14.

3 President’s Message

4 Truckin' to Ohio

7 Your Falcon Stories: How I Became a Falcon Guy

8 From Flipper to Keeper

12 Falcon History: Research Conducting Test With 24 Falcons

14 Bogie's Car

17 Where's that Falcon?

18 Southern Coast Regional

21 Car Guys and the Ridiculous Buy Club

23 Board of Directors, Regional Directors, Officers, Chapters by Region

27 Classifieds

29 Proposed By-Law Changes

30 In the News / Advertisers

31 Mark your calendars

32 2024 Nationals Registration Form

IMPORTANT MEMBERSHIP INFORMATION

The monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, your own password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, send FCA Regional event information or articles, email editor@falconclub.com. For help with the website, email fcatechline@gmail.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are $38 a year ($45 in U.S. funds for International North America Membership, $57 in U.S. funds for International Offshore Membership) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published bi-monthly with information submitted by members.

PRESIDENT'S MESSAGE

BILLY POPE
FCA President

Dear Falcon Club of America,

With the National Show in Hot Springs, Arkansas, just around the corner, excitement is reaching fever pitch within our Falcon community. We are returning back to where it all started. This edition of our magazine serves as the final call to arms, urging each and every one of you to join us for what promises to be an unforgettable event.

If you've been hesitating about attending this year's show, let me share a little insight from the Pope family's summer tradition. For us, the journey to the national conventions has always been a cherished part of our vacation, and I can wholeheartedly assure you, they have never failed to deliver on excitement, camaraderie, and sheer fun.

Whether you're an old hand at these shows or considering your first journey into the National Show experience, I urge you to take the leap. Trust me when I say, once you've experienced the thrill of our gatherings, you'll be hooked for life. It's more than just a car show; it's a family reunion of Falcon aficionados, each year weaving new memories and strengthening the bonds of our shared passion.

Owning a Falcon is undeniably cool, but it's the shared fellowship with like-minded individuals that truly enriches the experience. And speaking of enriching experiences, let's not forget about the vital component of our National Convention—the membership meeting.

At this meeting, we come together to elect our officers for the upcoming year and to vote on crucial bylaw additions, deletions, and revisions. In this magazine edition on page 29, you'll find two proposals that the board is bringing to the table for voting.

Your participation in these decisions is not only valued but essential in shaping the future direction of our club. So, I encourage you to review these proposals carefully and come prepared to have your voice heard at the membership meeting.

In our last magazine there was a homework assignment to share some of your favorite family recipes. Did you do your homework? If you have forgotten so submit one, there's still plenty of time. Forward your recipes to editor@falconclub.com. I am eager to expand my culinary repertoire, so let us hear from you. I think it would fantastic to have a collection of FCA recipes.

As we gear up for the National Show, let's embrace the spirit of unity, camaraderie, and shared enthusiasm that defines our Falcon community. I eagerly anticipate seeing you all in Hot Springs for what promises to be a truly spectacular event.

Safe travels, and until then, keep the Falcon spirit alive!

Happy Falconing
Billy

JULY 11–13 2024 Nationals	**MAY 4** Keystone Car Show	**SEPT 6–7** Truckin' to Ohio	**SEPT 27-28** Carolinas Regional

The Ohio Valley Chapter of the Falcon Club of America will be hosting it's second ever regional meet on September 6th & 7th, 2024. This event will be held at Holiday Inn, Roberts Centre, 123 Gano Road, Wilmington Ohio 45177. We are calling it "Truckin' to Ohio" as a tribute to Ohio's trucking industry and the great little pickups and vans that bore the Falcon name. We have been hard at work to make sure this regional is truly a memorable event! The event registration form iiss on page 6 of this magazine and on the Ohio Valley Chapter's Facebook page and website.

Among our planned activities will be a trip to the National Museum of the United States Air Force in nearby Dayton, Ohio and an onsite visit to the show by Midwest Falconry that includes an in-flight demonstration of our cars feathered namesake! In addition, in memory of our friend and drag racing legend Ohio George Montgomery, his son Gregg has given us permission to display George's "Little Eliminator" 1960 Falcon Ranchero at the show.

The venue is freshly remodeled with a topnotch casual dining restaurant on premise. A tribute to the trucking industry, Ralph's American Grill serves up Americana-inspired meals across separate breakfast, lunch and dinner menus. Outside the Robert's Centre there is plenty of room for trailer parking with fast food restaurants and a convenience store within walking distance of the venue.

We have many sponsors already lined up so look for some great door prizes and raffle items including a Holley Sniper EFI courtesy of Bell's Speed Shop who, by the way, also sponsors the event shirt. The show field lot is sponsored by (chapter member) Johnny Parsons Insurance and friend of the club, Gregg Myers (Insta Lube of Lebanon) is donating several Mobil One/Motorcraft FL-1A "do it yourself" oil change kits. That's just the beginning. We are not done yet... not by a long shot. There is much more to come!

The Ohio Valley Chapter invites you to come **"Truckin' to Ohio"** this September and allow us to show each and every one of you some good old Midwestern hospitality! See you there!

—Submitted by Event Co-Chairman Jerry York (FCA #7822)

Hotel Information:

For Hotel reservations call 937-283-3200 and select Option 3 , ***Mention Ford Falcon when making your reservations.*** Room rates are $149 per night plus tax. This price includes two breakfasts. Book rooms by 8/01/24 for this rate. This special rate is available 09/04 to 09/09 for those that want to spend a little extra time in the area.

Photos above are from the 2018 Regional at the National Museum of the United States Air Force. This is definitely a bucket list visit and photo op.

Links to help you plan your visit.

Ohio Valley Chapter on Facebook
https://www.facebook.com/ohiovalleychapter.fca.9/

Ohio Valley Chapter on the Web
https://www.ovcfca.com

More info here about Ohio George Montgomery
https://www.georgesspeedshop.com/

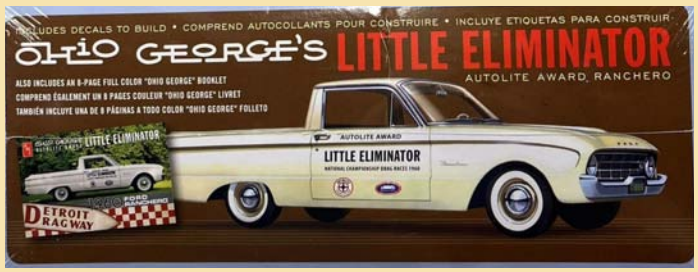
Live Falcon exhibition by Midwest Falconry
https://midwestfalconry.org

Venue: Roberts Centre
https://www.robertscentre.com

The National Museum of the United States Air Force
https://www.nationalmuseum.af.mil

We will have an onsite demonstration by Midwest Falconry of the bird of prey the namesake of which our great cars carry.

Come see "Ohio George" Montgomery's "Little Elimina-tor" 1960 Falcon Ranchero as we pay tribute to this racing legend.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DETROIT DRAG WAY

Ohio Valley Chapter Falcon Club of America

presents

TRUCKIN' TO OHIO

Regional Meet

Sep. 6-7, 2024 at Holiday Inn, Roberts Centre
123 Gano Road, Wilmington, OH 45177

Meet and Banquet Registration Form

Name _____ Spouse/Guest _____

Address _____

Phone: (____) _____ E-mail _____

FCA# _____ Chapter _____

Falcon Registration Information

Car 1. Year: _____ Model: _____ Body Style: _____

Car 2. Year: _____ Model: _____ Body Style: _____

Fees	Prior to 8-1	After 8-1		Qty	Amount
First Vehicle	20.00	25.00		____	$_____
Second Vehicle	15.00	20.00		____	$_____
No Vehicle	10.00	15.00		____	$_____
Swap Space	Free to FCA members, otherwise $10.00			____	$_____
Show T-Shirt	20.00	22.00	S___ M___ L___ XL ___	____	$_____
Show T-Shirt	22.00	24.00	XXL___ XXXL___	____	$_____
Banquet	35.00	Herb Roasted Chicken___	Beef & Bacon Meatloaf____	____	$_____
				Total	$_____

Make Check Payable to: OVCFCA c/o Mike Bouts
Mail this form and check to: OVCFCA c/o Mike Bouts, 497 Wesley Dr. Cincinnati, OH 45244

Waiver of Liability: Must be signed to complete registration.
It is understood that neither the Ohio Valley Chapter, the Falcon Club of America, or the Roberts Centre assume any responsibility for losses, damages or injuries during this event.

Signature_____ Date_____

For Hotel reservations call 937-283-3200 and select Option 3
Mention Ford Falcon when making your reservations.
Room rates are $149.00 per night plus tax. This price includes two breakfasts.
Book rooms by 8/01/24 for this rate.

For more info. Contact John Howard (513) 312-8799 or Jerry York (513) 503-0029
WWW.OVCFCA.COM

YOUR FALCON STORIES...

How I Became a Falcon Guy

My story started at a young age, around 13, and dad was a mechanical engineer and a Ford car guy. This was the genesis of my passion for cars and more specifically Ford cars. Dad made a deal with me early on that if I kept up good grades in school he would donate matching funds for any car I selected for my first car. With that in mind I stayed the course of good grades and focused on getting any small job that would generate funds for my future car. When the time came and I was 16, I assessed my funds, along with dad's matching funds, and focused on what model Ford would best suit my allotted cash as well as bang for the buck. That turned out to be a 1964 Falcon Future Hardtop with a 260 V8 four-speed and bench seats. Yes indeed bench seats; as you will recall I am a teenager and that augmented the overall purpose of having your own car. I absolutely loved this car as it afforded me a sharp looking, good handling, moderate performing mode of transportation as well as my introduction into car ownership.

My first '64 Falcon

Fast forward several years and a 1966 Mustang fastback caught my eye and I reluctantly gave up my first car for that sexy fastback. As with most firsts this Falcon held a special place in my heart in spite of the fact that I have had Mustangs, and continue to have one to this day, but that Falcon passion never faded.

Now starts the next chapter in my story. I am retired and have the time and financial resources to not only have Mustangs but also find a replacement

for that first Falcon. Bear in mind that over the decades I'd always look fondly at any and all Falcons that crossed my path. So approximately five years ago I started a search for a remedy for my lusting for a Falcon. Of course I wanted a square body, '64 or '65 Falcon Hardtop, either a Futura or a Sprint, and, of course with a bench seat. That search took over three years until I found a decent replacement. My desire was for one that had a solid body, at least in good primer and ready for paint but probably would need some mechanical attention. Suffice to say I saw many sore examples along the way until I happened upon a great example in South Carolina that had spent all of its life in California until 2017. A very solid, freshly painted 1964 Falcon Future with a 289 V8, four speed and of course that bench seat. I fell back in love the moment I saw it and knew this would be my substitute for my first love. While it is a very worthy runner, it does need mechanical attention and I have spent many fruitful, rewarding hours working on this car as well as driving it to such events as local Cars and Coffee in the area.

Both the Falcon and my Mustang share special spaces in my heart. They will always maintain that special spot as they have provided so very many fond memories, friendships and overall enjoyment.

—Anthony (Tony) Latronica (FCA #18454)
Sharon, South Carolina

From Flipper to Keeper

I've always been a vintage Mustang guy. And even though I've owned several Falcons through the years, I've never had a Falcon "keeper." In July of 2020, I had been restoring a 1968 Mustang for our granddaughter Madeline's upcoming sixteenth birthday. Unfortunately, a battle with cancer had slowed that restoration to the point that I wasn't sure that I could complete it in time. I then learned that fellow Mid America Falcon Club members, and friends, Jonathan and Susan Leslie wanted to sell their 1965 Falcon Futura four-door. The price was right so I purchased it as a backup car to give to Madeline in case I didn't finish the Mustang. And if I did finish the Mustang, I could flip the four-door.

Upon purchase, I knew that it had an antifreeze leak that turned out to be a bad water pump and a leaking timing chain cover. I fixed both of those problems and since the radiator was out, I replaced it with an aluminum radiator to help out cooling the 289 V8 with the air conditioner running. I then began to drive the car regularly to determine its reliability.

It wasn't a "looker" by any stretch of the imagination. After all it had four doors! Plus the white paint was an old job and it had rust showing through in several places. Still, it was a vintage car, and ran and drove great—even without power steering or power brakes. And, I was beginning to learn that the back doors and the huge trunk were great for hauling groceries, luggage or tools. Remember, I'm used to traveling in Mustangs.

Since I really didn't have any place for another car, I decided to gift it to my granddaughter on her fifteenth birthday in October of 2020. That way she could actually learn to drive in her vintage car, and she did. Although I don't think she was thrilled with it, she did indeed learn to drive in it. While the car had a four-bbl manifold, someone had put a two-bbl carburetor on the four-bbl manifold, so she and her dad, our son-in-law Ethan, replaced the two-bbl with an Edelbrock four-bbl.

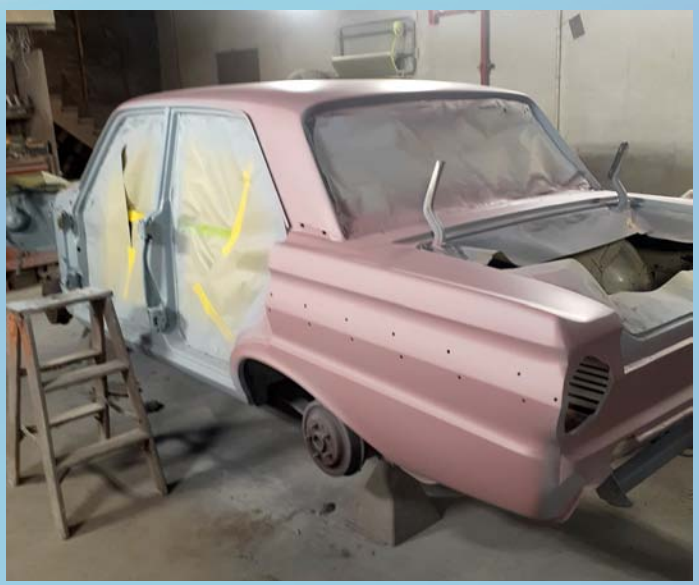
Fast forward a year to October 2021, and I did indeed get the '68 Mustang completed. We presented Madeline with the choice of keeping the Falcon or trading it for the Mustang. It probably doesn't take a brain surgeon to figure out that I ended up with the four-door Falcon back in my possession. I then

began figuring out what I needed to do to sell the car for the most profit.

The front bench seat was completely broken down. I had a set of '65 Mustang buckets, so I re-upholstered them to install. Well, I couldn't install them on the old ratty and stained carpet, so that got replaced as well. Naturally, that made the back seat look faded and worn, so that got new upholstery too. That just left the door panels that were shabby, so yep, replaced them too.

We then took the car to Biloxi, Mississippi in April 2022 to the Gulf States Chapter Regional Meet. We were one of two four-doors at the show and did not win, nor expect, any trophy. But we enjoyed the trip and the room in the car. Especially, since our other Falcon is a 1961 Ranchero with no tonneau cover.

About this time, I started getting the itch for a station wagon. We also do vintage camping in a 1968 Bighorn canned ham style travel trailer and I thought a station wagon would be great to pull it with. We shopped around for several months with no luck finding one we liked or could afford. In the meantime, July 2022 came around with the FCA National in Kingsport, Tennessee, and we took the four-door, rust, bad paint and all. Again, we didn't win anything, but we had a blast on the trip.



We had a vintage camper rally coming up in Branson, Missouri in September 2022. I decided to have a local welding shop design and build me a trailer hitch so we could pull the camper. The Falcon and the camper were a big hit at the show. I wish I could say that we had no problems pulling the camper, but that would not be true. Without getting technical, we had transmission trouble, but were able to limp home. She didn't leave us stranded.

That facilitated a transmission rebuild. Luckily, I have a really good friend who owned a transmission shop at the time and he not only did the rebuild, but fabricated parts to beef the transmission up so I would never have any problems towing again.

After paying for the transmission rebuild, I added up what I had spent on the engine repairs and interior restoration. To that, I added the enjoyment we had traveling in the car, and the confidence level I had in the mechanicals. That totaled up to a decision that we didn't need a station wagon after all, and that I would restore the four-door. It was my plan to do the body and paint work myself, but my health had other plans. Progression of my cancer put the issue of doing the restoration myself in jeopardy, so I farmed it out to another friend who does restorations for a living. Luckily, he had a cancellation and was able to begin right away.

He allowed me to work with him, when I could, to assist and to help keep the cost down. It came completely apart, and naturally, we found plenty of hidden rust in the trunk, rear quarters and torque-box/floorpan areas. Thanks to a parts car supplied by Chris Sword, and retrieved from Arkansas with help from my wife, Betsey, we were able to address and repair all the rust and damaged areas. It was then painted in the original Ford Wimbledon White with a base clear coat and then re-assembled into a really nice driver. As anyone who has restored a vintage vehicle knows, even with me helping, the entire job went way over the estimate, and certainly more than a 1965 Falcon Futura four-door is worth. However, I can't put a financial value on the enjoyment that this car has brought us and I'm sure it will continue to do so in the future.

We finished it just in time for the April 2023 Le Bon Temps Chapter Regional Meet in Gonzales, Louisiana., and although it still had four doors, it looked great and won its first trophy. After that came the FCA 2023 National in Kansas City, MO where it again took an award.

I call it a daily driver, but it gets in the rotation with my '61 Ranchero, '67 Mustang Fastback, and '78 Mustang Ghia, all daily drivers. I just love driving old cars. It's funny how we get attached to inanimate objects, and how our opinions can change with time and experience. And that's the story of how a beat up old car went from Flipper to Keeper.

—Eddie Chitwood (FCA #12736)
Warrensburg, Missouri

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Wood River Refinery History Museum

March 1964—60 years ago: the Wood River Research Laboratory was conducting real world testing of fuels and lubricants by driving 24 identical Ford Falcons in "Aunt Minnie" mode. The Research Laboratory conducted products research and testing for Shell until the mid-1970s. The History Museum occupies three former Research Laboratory buildings.

Research Conducting Test With 24 Falcons

The Research Test

If Wood River Research Laboratory personnel could control the weather, they'd have made a lot of enemies during the past three months.

A large scale testing program, involving the use of a test car fleet of 24 Ford Falcons, is nearing completion, and the most uncooperative variable has been the weather. The nature of the test makes severe weather conditions desirable, and "severe" to Research employees conducting the test means "near-zero temperatures."

The Falcon Fleet

Fortunately for the rest of us, their lack of control over the weather will not have too great a bearing on the results of the three-month "Aunt Minnie" testing program, which began January 6, 1964.

During the test, the cars are operated in the same manner, over the same route and at approximately the same low speeds. Special instructions to the drivers, operating in shifts around the clock, call for the driver to:

1. Never drive over 35 miles per hour.

2. Use the same starting and choking technique on all cars on a given shift,

3. Never drive a car further than approximately four miles on any one run.

4. Never drive a car sooner than four hours after the last four mile run.

5. If delayed by a train, tie up at the gate, or other problem, shut off the,engine. Never idle the engine longer than for a normal stoplight (about 30 seconds)."

Aunt Minnie Test

Such a test, in which each of the cars is expected to run only 1,000 miles in a three-month period, is referred to by Research personnel as the "Aunt Minnie" test in that it is designed to simulate the worst possible use of an automobile. Such short trips at lengthy intervals cause condensate to accumulate in the engines, and still the engines do not get warm enough to evaporate the liquids, which eventually cause rust and sludge. Researchers, realizing that there is no automotive problem not caused by engine design, operating conditions, fuels, lubricants and maintenance, have even simulated poor

maintenance by "plugging up" the crankcase ventilation system. This further increases the amount of condensate accumulated in the engine.

Other than for the fuels and lubricants used in the engines, and the exterior, colors, the 24 cars are as nearly alike as possible. Ford Motor Company, cooperating with Shell since the program was planned, manufactured the 24 automobiles especially for Shell. The serial numbers are consecutive, showing that the vehicles came off the same assembly line, one after the other.

Ford also supplied special valve lifters, all made at the same time, in the same way from the same steel. These were installed by Shell's Research Mechanics, just before the test began, replacing the lifters that were installed in the factory.

Each of the 24 cars was put through a "break-in" period before the test began. Like fingerprints, all cars are different, and some cars did have to accumulate more break-in miles than others in order for the test to begin with reasonable uniformity of the vehicles. Detailed examination of engine parts for rust and sludge occurs when the engines are dismantled. For a few of them this was at predetermined intervals during the test, and for the rest it will be at the completion of the program.

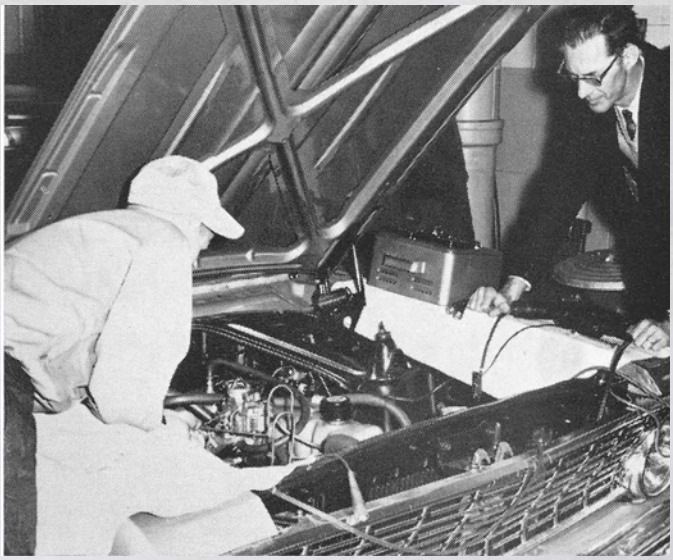
A Step Further

The Wood River Research test. program is being conducted in order to determine the fuels and lubricants which will provide the greatest protection for automobile engine parts. Shell's present fuels and lubricants more than meet specifications of automobile manufacturers, for both factory filling and service station replacement. The present program is an effort to go a step further than required. A number of fuel and lubricating oil compositions are being used in different combinations in the 24-car Falcon test fleet. Other automobile manufacturing companies, even though not directly involved in the test here, are interested in the results due to problems they face.

Research personnel of the Road and Field Test Group and Lubricants Group conducting the program with Wood River's largest test car fleet to date, have thus attempted to take into account every variable—except the weather.

—Thank you Mark Dinzebach (FCA #6411)
Catawissa, Missouri
for sending us this article.

ONE OF TWENTY-FOUR Ford Falcons in Wood River Research Laboratory's test fleet is shown here on: Central Avenue in Roxana on one of its short four-mile trips at low speed. The cars, driven four miles once every four hours or more, are operated under simulated city driving conditions at speeds under 35 miles per hour.



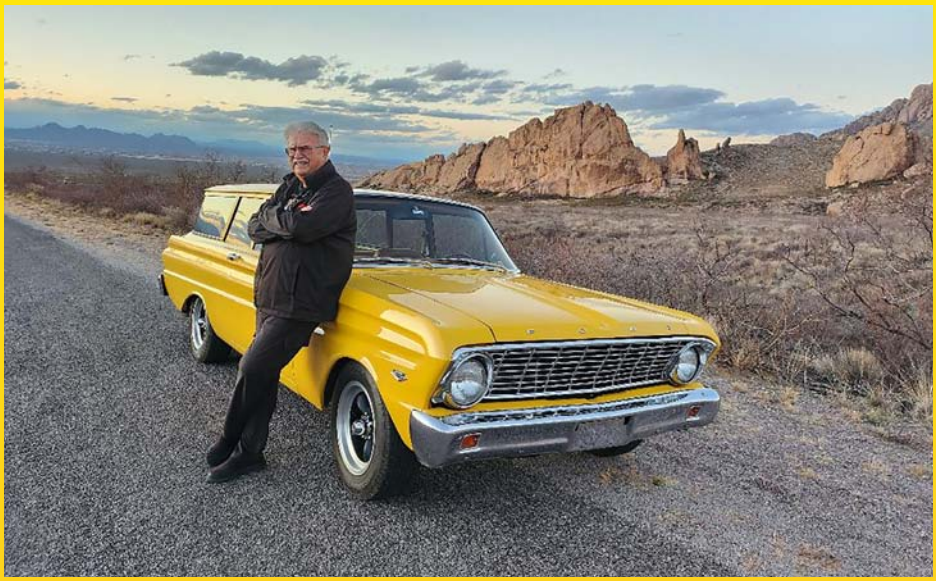
CHECKING UNDER THE HOOD of one of the 24 Falcons are Research Mechanic L. H. Isaacs (left) and E. A. Isringhaus Jr., Senior Research Engineer of the Road and Test Group conducting the testing program. Work on all of the 24 cars and other vehicles in the test fleet is done by Research Mechanics.

BOGIE'S CAR?

BY JIM ERICKSON

This question has vexed mankind for the past sixty years. "What vehicle would Humphrey "Bogie" Bogart have purchased had he lived past January 14, 1957, and into the 1960s?" My thought is that he would have chosen a Ford Falcon. My reasons will be apparent later in this story.

My name is Jim Erickson and I currently live in Las Cruces, New Mexico. I have been a fan of old movies and classic cars since 1960. After completing a four-year ground-up restomod 1957 Chevy, I was determined that I needed a 1964 Falcon two-door station wagon. My search began in 2012. I searched magazines, the internet, attended car shows, etc. for the next five years. Then in 2017, while a friend and I were at "Back to the 50's", in St. Paul, Minnesota, we saw a yellow 1964 Falcon two-door wagon drive past us. We scoured the grounds, which includes 12,000 cars and 100,000 spectators, for that Falcon, but to no avail.



In July, 2018, while attending the Des Moines, Iowa Goodguys car show, the elusive yellow Falcon wagon, from the previous year appeared before my eyes. I checked the wagon over from top to bottom and found it to be in excellent condition. Just what I had been searching for. There did not appear to be any past body problems, rust and so on. I inquired if the car had been in Minnesota for long. The owner lived just north of St. Paul, and he advised me that he had purchased it from Tucson, Arizona in 2014 and that it had been in the southwest all of it's life.

Needless to say, I had to have this car, but the owner didn't want to sell. So I did what all good car collectors do when they see one of their treasured wants, I kept bugging him all that summer, raising my offer each time. Then, in September, he finally relented, and the Falcon was mine. I guess the old adage, " Hot rods are always for sale" is correct.

I had it delivered to my house in Las Cruces and started personalizing it immediately.

Restored in Tucson around 2010, the wagon had the following modifications:

Drive Train:	Ford Racing crate 302–345 hp, 1968 Mustang C-4 Transmission, 1974 Maverick 8" rear w/3.00 gears
Suspension:	Mustang II kit with power R & P steering, Shock tower elimination panels, Granada front disc brakes
Interior:	1989 Mustang GT bucket seats, power windows, power locks, Ultra leather Desert Tan upholstery, Classic Auto A/C & heat
Paint:	PPG Screaming Yellow single stage paint

I installed the following items:

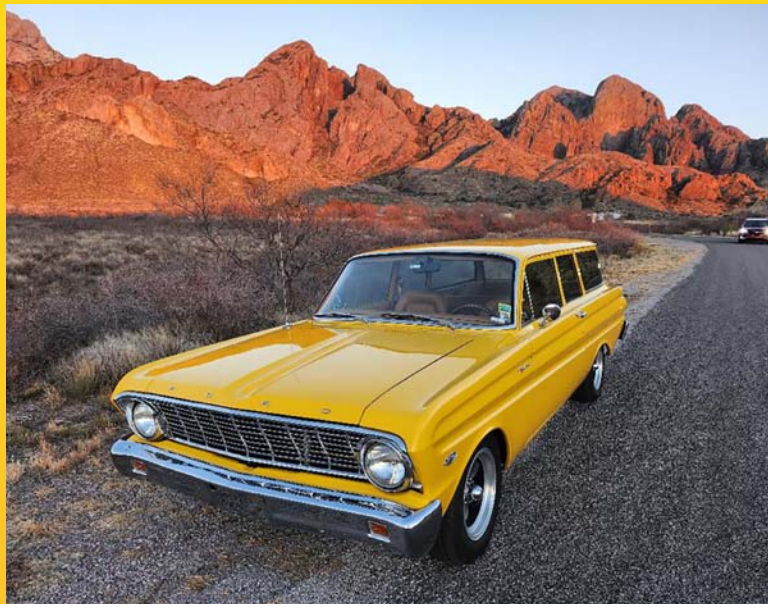
Wheels:	American Torque Thrust 15 x 6 wheels w/black spokes
Radio:	RetroSound Longbeach system w/ USB port and Bluetooth
Misc:	Dakota Cruise control, Dakota VHX Gauge panel, Newport Engineering Wiper motor w/intermit, Proform Aluminum radiator with integral electric fan and shroud, Global West subframe connectors, CVF Racing serpentine drive system, all new brake lines and a Wilwood master cylinder

As to my "Bogie" question, I think he would have bought a Falcon due to the fact that his 1941 movie "The Maltese Falcon" had catapulted him to fame and fortune in Hollywood. This is the exact reason that my personalized New Mexico plate is "MALTEZ". While attending car shows the first year I owned the Falcon, a few people inquired about the meaning of the plate. Because of this, I had a graphic designer make a decal depicting "Bogie" holding the Maltese

Falcon statue that appears in the movie. Then, I mounted the decal on the tailgate, above the plate, to answer any queries from people not familiar with this classic Bogart film.

Over the past four years 12,000 miles have been added to the odometer. The car has been mostly reliable and practical, you can haul a lot of stuff in a station wagon. A few glitches along the way, like most hot rods, but all in all it has been a good car. When I was a child I thought that station wagons were dumb and only driven by old fogeys. Well, I guess I was partially right about the old fogeys since I am one now, but I was wrong about station wagons, THEY ARE COOL, just like Humphrey Bogart!

—Jim Erickson (FCA #15373)
Las Cruces, New Mexico



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Where's that Falcon?

How many states can we fill in on the map? Last month we had a 1964 convertible in front of the state capitol in Jefferson City, Missouri. This month we go to Oklahoma. Where will we go next time?

Send your photo to editor@falconclub.com. Identify the car's year, model and your location.

Route 66, Arcadia, Oklahoma

Route 66, Stroud, Oklahoma

Highway 62
Nicoma Park, Oklahoma

1963½ Falcon Sprint Convertible

Guy Kargl (FCA #3516)
Arcadia, Oklahoma

SOUTHERN COAST REGIONAL

Ocean Springs, Mississippi • April 5–6, 2024

Let's have a little fun with this. In light of the history of the hotel and Elvis, this article is packed full of Elvis's song titles. How many can you identify? Song titles are on page 20.

Our host hotel, The Gulf Hills Hotel & Resort has quite a story. In 1901 the Branigar Brothers of Chicago discovered a property site tucked among live oaks located along Fort Bayou. They began to envision a "resort like no other" on the Coast. They successfully opened the resort in 1927 with 66 fashionable guest rooms, a first-rate, 18-hole golf course, The Pink Pony Clubhouse, 13 waterfront villas, and even a marina. Guests were invited to climb aboard and enjoy a picturesque sunset sail on The Dixie Queen moored behind the hotel.

In 1950, the Hotel became Mississippi's first working "Dude Ranch." During the 1950s and 60s, the ranch included activities like moonlit rides, campfire songs, and picnic lunches.

Elvis Presley began frequenting the Gulf Hills Resort. He enjoyed staying in Villa #9 for its privacy, security, and views. He also loved visiting the property's lounge, The Pink Pony. There he would play the piano and relax with a cocktail. The property's seclusion and privacy drew many famous (& infamous) figures. Many believe the resort was developed for the entertainment of Chicago crime figure Al Capone, who owned property in the area.

1962, Dick and Gladys Waters, sold Gulf Hills. Hurricane Camille passed through in 1969, causing massive damage all along the Mississippi Gulf Coast. At Gulf Hills, Camille destroyed most of the original, waterfront villas, including Elvis's beloved Villa #9.

Just as the property was starting to recover from Hurricane Camille's devastation, in 1974, the hotel was ravaged by a fire.

In 2021 new owners purchased the historic property and began property wide renovations.

THIS IS A STORY of my trip to Ocean Springs, Mississippi for the Southern Coast Chapter Regional April 5th and 6th. Don't be cruel; I'm trying something fun here. Now traveling 500 miles is grueling, but anyplace is paradise away from the rigors and routine of home. After skirting some Kentucky rain and lots of traffic in Memphis, Tennessee, we headed south towards New Orleans and beyond to relax and talk about the good times with fellow Falcon Club friends. C'mon everybody, let's follow that dream of a crawfish dinner with a brown-eyed handsome man, and a quiet walk on the beach and a great car show featuring some amazing Falcons. And of course, spending some time with some steadfast, loyal and true Falcon Club friends.

Friday morning it was easy come, easy go, and we all met in the parking lot for muffins to find out what's happening (suspicious minds need to know), and line up for a cruise along the coast for a photo opportunity at the Biloxi Lighthouse. My hair was blowin' in the wind, but I believe it won't be long before we head downtown Ocean Springs for some lunch and local shopping. The afternoon brought sunshine, a change of habit from our

Girls! Girls! Girls!

normal routine—a little less conversation, a pool, and a good book. Friday night we were in a world of our own at a local seafood restaurant. Traffic was bad due to a concert, but had no T-R-O-U-B-L-E getting there.

Saturday it's now or never to shake a hand and get back to the parking lot full of Falcons. The pictures tell the story, but I can't help it that I get all shook up when I hear the growl of the engines coming forth. Voting commenced, a few found beginner's luck (actually expert craftmanship) and other standouts won their trophies.

Sunday morning before the sun got up, we did. It's time to go cut the green green grass of home. It was a great trip and I know we'll be together soon at the next Regional or National.

WINNERS

Best in Show Stock		Brett Heintz	64 HT
Best in Show Mod.		Tim Venable	62 Tudor
Stock	1st	Barry Fischer	69 Futura
	2nd	Cat Loupe	65 Wagon
	3rd	Randy Wilbert	65 Sedan
Modified			
	1st	Don Campbell	62 Ranchero
	2nd	Andy Trahan	65 Sedan
	3rd	Olivia Small	63 Wagon
Light Modified			
	1st	Don Mosely	65 Convertible
	2nd	Jan Smith	65 Ranchero
	3rd	Tim Troia	63 Sprint
Daily Driver			
	1st	Eddie Chitwood	65 Sedan
	2nd	Dutt LeJeune	64 Sprint HT
	3rd	Randy {Pope	64 Wagon
Work in Progress			
	1st	Bob Gardner	62 Ranchero
	2nd	Mike Massey	62 Squire
	3rd	Mike Brunell	60 Tudor
Kids' Choice		Olivia Small	64 wagon
Ladies' Choice		Don Cambell	62 Ranchero
Oldest Falcon		Mike Brunell	60 Tudor
Longest Distance		Randy Pope	

How many of these Elvis songs did you find in the article?

A LITTLE LESS CONVERSATION
A WORLD OF OUR OWN
ALL SHOOK UP
ANYPLACE IS PARADISE
BEGINNER'S LUCK
BLOWIN' IN THE WIND
BROWN EYED
HANDSOME MAN
CHANGE OF HABIT
C'MON EVERYBODY
CRAWFISH
DON'T BE CRUEL
EASY COME, EASY GO
500 MILES
FIND OUT WHAT'S HAPPENING
FOLLOW THAT DREAM
GET BACK
GIRLS! GIRLS! GIRLS!
GREEN GREEN GRASS
OF HOME
I CAN'T HELP IT
IT'S NOW OR NEVER
I BELIEVE
IT WON'T BE LONG
KENTUCKY RAIN
MEMPHIS, TENNESSEE
NEW ORLEANS
RELAX
SHAKE A HAND
STEADFAST, LOYAL AND TRUE
SUSPICIOUS MINDS
TALK ABOUT THE GOOD TIMES
THIS IS A STORY
T-R-O-U-B-L-E
WE'LL BE TOGETHER

CAR GUYS AND THE "RIDICULOUS BUY" CLUB

All good stories have to start somewhere. My name is Greg and I live in Flint, Michigan. Flint is the home of the sit-down strike and for years it was home to the #1 U.S. truck builder, the Chevy small block engine plant, Buick City, and AC/Delco. This is a GM town and being a Ford guy here was tough. As an 18-year-old Ferris State College grad and a ASE Master Auto Tech, car stuff was in my blood, so I started hitting car shows with my friends.

I noticed a white '65 GT Fastback that thumped real good at many shows around town. The guy would not talk much to me about his car. On the fourth try, I said, "My name is Greg; I work at a car dealership, and I have some Trans Am Boss 302 stuff. Stop by if you want to talk." He did stop by, said his name was Bob, but everyone one called him Bones (AKA: Skinny White Kid from North End). "There is a swap meet in Indiana this weekend; you want to go with me?" Since there were no Ford parts to be found in this town, what a chance! I took it and after five hours in the car, I found a great friend. That is better than any barn find.

Three reasons to go to swap meets.

1. To join the "Ridiculous Buy Club." How many of you are members? You join this club with help from friends. Example: you find a steering wheel and think you can build a car.

Bones and I were once walking through a swap meet area and some guy had a long 427 header manifold with a funny head flange on it. It had a C5 part number on it. I asked the guy what it fit, but he wasn't sure. He was hoping someone could tell him. We walked around more and Bones said, "That manifold is eating at you." I smiled and saw a man selling the Yellow Ford Performance Book. *First rule of swap meets is to know what you are selling or buying.* I opened the book and knew I was right! I went back to the manifold guy and asked if he would sell them. He said, "No, but do you know what they fit?" I said, "Yes, I know and I can prove it for $20 (the cost of the book)." They fit a 427 Cammer. Look at the exhaust ports in this picture." The guy was all smiles. This is exactly how you join the club. *Do I own any FE part?* No. *Do I own a car that I could use that manifold in?* No. Do *I have enough money to buy or build a Cammer?* No. Buying that manifold would have instantly made me President of the Ridiculous Buy Club.

2. Because we are car guys. One day Bones and I were at the UFO Fall Super Swap at the Ohio State Fair Ground and saw a young kid walking around with a Cleveland single plane intake. I asked him what he was going to do with that intake manifold. He said his grandfather had helped him get his first car, a '73 Gran Torino Sport with a 351 C2 barrel. They were planning on rebuilding it as a Graduation Project. His grandfather, who was there with him, was smiling. I told him I owned a lot of Clevelands and that that intake was not the best choice for the Torino. He needed a low end torque in a street car. We talked for maybe 30 minutes before Bones and I walked on. Half way down the row, one of vendors had a '73 CJ complete engine for sale. Bill, the vendor, from Kentucky, was a person from whom I previously had gotten parts. About the CJ motor, Bones asked me, "How do you plan to get that in the car?" I said, "Just a crazy idea like always, all I really want is the short block and oil pan." Just then the grandpa walked up and I asked if he had any tools and a cart? Bill said he did and I asked if he could get his grandson home with some car parts. Then I asked the kid to empty his pockets on the table (I wanted to see everything he had—keys, money, rabbit foot, pocket knife, etc.). The kid had $35 total. "OK, here is the plan, I am buying the CJ motor. You give me your $35, then you get the top half and then you help me load it. You get to spend time with your grandfather working on your car. All you need is a standard Holley intake and you're in business." Bill said he had an idea, "Come with me for the tools and cart." Bill had the intake for sale, he was asking $50, but he'd take $35. Now he wanted in on this. It took cars guys from three different states to make it all happen. None of us knew the grandpa or the kid, but we all knew about how one's spending time with those you look up to can change one's life. And, we all had a good swap meet day and a story to tell.

A few years later we were talking with Bill at a swap meet and a young man walked up and asked if we were Bones and Greg from Flint that liked Clevelands. I smiled and said, "Yes, why?" He told us about us hooking him up with the parts for his Grand Torino and the time he had spent with his grandfather.He said they went to a local car show every week until he could no longer walk; on nice days he would push him in his wheel chair. The young man said that his

grandfather had passed and was so thankful for the time he had gotten to spend with him. “I will never sell that car," he said, “but I do have one question for you. Why did you do that for me?" Bill smiled and said, “Because we are car guys and It does not get much better that this, when you see the effect you had on a person's life." I added, “ I am a grandfather and darn proud that I was part of this. I will tell Jerry, the guy who sold you the engine, and I know he will be proud too." No better time could have ever been spent in our eyes*, because we are car guys...simple as that.*

3. To meet and see good friends. One day I was in my garage working on my '64 Falcon B/FX project and Bones stopped by. He wanted me to go on a short ride with him to look at something. We went five minutes from my house and pulled in a driveway, got out, and knocked on the door. The man said, “It's behind the pole barn on the right." *It* was a '64 Ranchero covered with fresh fallen snow. My rule: never buy a car or boat covered in snow. I could see the Ranchero had Weld Wheels on the front and tires sticking out the rear. I got out my snow scraper/brush and started clearing off snow. There was no tail gate, bed trim or fuel tank. The nine-inch rear had disc brakes (stock Lincoln stuff) with a piece of wood holding up the rear. There was no interior besides dash and door panels. The engine was a blue '68 Mustang six-cylinder with a six-inch split in the rad from freezing. The Weld Wheels were spindle mounted with no front brakes.

"Well what do you think?" the man asked. Bones asked, “What are you asking for the Ranchero?” He replied, “$2,500 firm.” “Wow!” I said, “just how many people do you think could put this back together and get it back on the road? How many people even have the parts to do it? $2500?” He said, “Well then, what are you thinking?” I replied, “For starters, there is no front brakes and four-lug front suspension. The rear end is too wide and has a wood block holding it up. There is no bed trim, tailgate or fuel tank. The interior has aluminum siding and has silver mobile home sealer fixing the back of the cab. The shifter hole was cut with an ax and looking at the split in the rad, the engine may well have been frozen. That's just for starters. Does it have a clear title?“

He said, “Yes” on the title and asked if I would make a fair offer. “Well, I don't want to hurt your feelings, but $1,000 delivered to my door is way more than I would ever offer and that is crazy to think I would offer that." Just then his phone rang and he walked away.

Bones looked at me and said, “You know, all the extra parts would work on this from your Falcon. This would be cool to take to swap meets. Think about it, the Ranchero painted white, towing your Falcon to car shows or the strip. Is that cool or what? Think about it." I just shook my head while Bones kept working on me. The man came back and said he'd accept my offer of $1,000 delivered to my house. I said, that was not an offer, as Bones handed the man $300 and said, “we'll take it!" You get the other $700 when you deliver the vehicle and they shook hands. My jaw was on the ground. (Just for the record, anything from the door hinges back is not the same as my Falcon Hardtop.)

Thanks Bones for putting me back into the Ridiculous Buy Club. This year Bones passed way and I've been thinking a lot about all the 40 plus years of good times we had going to swap meets, barns yards and

on wild goose chases. We had no Internet , no search engines, but Bones and I took a chance with each other, and what an adventure it has been. Most car guys are good people willing to help. Whether someone is needing advice, tips or encouragement, help is what we are all about. Most of us true car guys would rather help out a young guy with his project than make a buck. Truth be told, that Cleveland top half meant nothing to me, but Jerry and Bill got to clear out their garages of parts they did not need. Grandpa got to spend time with his grandson and passed on his love for cars to his grandson. The kid got the best gift of all—time together. Now that is a barn find worth talking about.

—Greg Gach (FCA #13767)
Flint, Michigan

Thanks Greg for sending us your story about your experiences, before the internet and before the popularity of barn finds, in response to our March/April request.

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FALCONS FOR SALE

1964 Villager wagon Comet, original 289 four-barrel, C-4 automatic. Has original doors, all fiberglass wood railings, all emblems/ trim and interior parts. $1,900 without engine/transmission or $2,800 with engine/transmission. More projects: 1963 Meteor S-33 two-door hardtop 260 V8 and 1964 Comets six-cylinder and V8. Carlos Vera call/ text 720-281-0940 or calicometcarlos@yahoo.com. CO. 240200

PARTS FOR SALE

I am selling my 40 year collection of Falcon parts worth $35,000 to $40,000 for $17,000, or as individual parts. A partial list includes doors, $250-350, fenders; $250-350; hoods, $250-300; trunk lids, $150-200; '64-'65 quarter panels for four-door, $400-500; front clip for headlights, $100-125; gas tank, $75-100; really nice '65 Mercury Caliente grille, $400; Mercury comet tailgate for panel wagon, station wagon or Ranchero, with chrome, $350. Also NOS '64-'65 tail light bucket, $200; two nice '65 tail light buckets with backup lights, $350 each; two '64 tail light buckets with backup lights, $50 each; '65 tail lights with lens and chrome, $325; '63 backup light, $125; '60 tail lights, $100-150; two '67 T-Bird tail lights and lens, $300; four T-Bird wire wheel covers, $75 each; 13-inch spoke wheel covers, $75 each; Futura wheel covers, $75 each; lots more wheelcovers. I have front vent windows for Sprint and HT, $250 each. Falcon and Mercury rear vent windows with frame, $250 each; '64-'65 stainless chrome headlight rims, $100 each; '62-'65 gas gauges, $100 each; '63 side chrome, $75 each; '64-'65 side chrome, $75 each; '64-'65 Ranchero bed and tailgate chrome, $400; two '64 grilles, $100-150; '62-'65 door handles and window cranks, $35 each; windshield wiper motors with brackets, $100 each; chrome for padded dash, $100; door vent windows, $50-75; 20 carburetors, $350-450; nice rebuilt six-cylinder radiator, $100; door foot plates, $35 each; chrome heater controls with cables, $75; glove box doors, $50 each; '64-'65 power steering setup, $300; hood hinges with spring, $50 each; hood latches, $35; five- and six-bolt bellhousings and plates, $150 each; letters, $25 each, Falcon script, $75 each; Ranchero script, $75; 260 and 289 and Falcon fender emblems, $35-$50; '63 chrome steering wheel for Futura, $75-$100; '63-'65 radios, $75-$100; '64-'65 stone guards, $75-$100; '64-'65 arm rests with chrome, $75; side spears for ''62-'63, fan blades and much more not listed. Call for what you need. Bob, 806-683-1246. TX. 240499

1963 Sprint/Futura hardtop bucket seats: nice black upholstery, OEM style, nice driver quality, complete except for seat tracks: $1,295 for the pair; ‘63 convertible console, $495, correct floor brackets included. ‘60-'63 Falcon (non-Futura) sedan “No-Mar” gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, $295 for the set. ‘62-'63 hood scoops good to excellent used condition, $75-$200. 1963 Sprint fender spears pair (no paint in the center stripe) nice driver quality, $395/pair; 1963 Futura fender spears pair, nice also, $395; 1963 “deluxe” fender spears, (not Futura) three sets, $95-$195 per set. ‘62–'63 fender top ornaments, restored, $75–$100 per pair. Two 1960–61 Comet Dash Clusters, nice chrome, original and complete, $195 each; ‘63 Comet dash cluster, needs restored but complete, $100; ’60-63 Falcon horn rings, nice chrome and emblems, $75–150 based on condition; Three 1965 Falcon horn rings, driver to quality to near mint, $75-$175 each; ’60-62 headliner bows four-door (maybe two-door) set of four, marked $100. '60-'63 Station Wagon/Sedan delivery headliner bows marked, two sets of sev, $160-180; 1962 wagon power tailgate regulator, motor, door switch, dash switch, tailgate key bezel, plus most wiring, $395 as is, untested. 1962 Squire quarter panel trim: six “C” shape chrome scoops w/ hardware, decent chrome-rare!, $160 for the set of six; 1963 Comet/Falcon convertible top bows plus working pump (no header bow), $495; convertible quarter windows, regulators, trim, hardware; inquire for prices; convertible “belly pan” set up for bucket seats/console, $295. ’63-65 convertible bucket seats, need complete restoration, $600; ‘60-65 pedal sets, complete w/ bracket and hardware, $295. “60-65 floor shift/ four-speed steering column tubes, five to choose from, $150-200, based on year. ‘60-'62 lower frame brace, runs under the oil pan, ideal for a ’63-'65 six-cylinder car, ties lower shock towers together-more

stable handling, $125 w/hardware; six-cylinder valve covers, with or without PCV, $50-75. ’60-61 model 1904 one-bbl. Holley carbs for six-cylinder Falcons: several to choose from, clean builders, $100 each; 1962 Holley one-bbl. carbs, several for parts, $45-60 each. ’60-'61 open housing air cleaners, several to choose from, $75-150 each; ‘60-'65 V8 motor mounts: frame mounts, bolts, “C” brackets and heat shields, $200, eight piece set; ‘63-'65 V8 exhaust manifolds, no cracks, $195 per pair; 5 bolt 14” stock Falcon/ Fairlane wheels ('63-'67 style) 14”x 5” and one set 14” X 4.5”, $70 each, set of five, $325; late model ('68-'70) five-lug 14” x 5” & 14” x 6” also for sale $70 each, $325 per set. Four-bolt 14” x 5” one set of four, $280; four- bolt 13” wheels, $35 each, set of five, $160. ‘60-'65 Falcon jacks, restorable, $100 set of four pieces; ‘60-'65 four-door sedan doors, stripped or complete, no rust, $50-150 each; ’60-65 Falcon/Ranchero hoods, over 25 to choose from, $100-350 each; ‘60-'65 Station Wagon tailgate cranks w/ keys in good used condition, up to NOS, $250-$490. '64-66 Wagon/ Ranchero gas tanks, $275 each; 1960-62 two- speed electric wiper change-over, a set of motor, mount , wiper transmission, linkage, bezels, $295; 1965 two-speed wiper conversion, wiring harness, switch/ bezel motor/bracket, tested and working $295. ‘66-67 trunk lid, has a few dings, but solid $150. ‘68-'70 LR taillight surround, excellent used condition, $95. ’68-70 taillight lens, excellent used condition, $50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, $200; bumper brackets for the same, $200; front bumper rock shield, three pieces, needs some work, $125; L/R front fenders, near perfect, $300 each; excellent hood $300; dash cluster, great shape, $100. We have a 35+ year collection of Falcon and Comet parts. Call or email Lenny at lenkellogg1964@gmail.com, 970-593-1964, or visit us at kelloggsgarage.com. CO. 24041

Parting ‘60-‘65 Falcons. 16 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Three six-cylinder. Ring & Pinion sets “Original Ford” available. Call Steve, 360-430-0143. WA. Thanx for driving a Falcon! 240310

1964 Falcon grille, $240. Parting out 1964–65 Falcon and Ranchero. Trim, body parts and mechanical. Parting out 1964-65 Comet parts cars, hardtop, convertible, wagon. Body parts, trim , and mechanical; also 1960–77 Comet parts. Carlos Vera call / text 720-281-0940 or calicometcarlos@yahoo.com. CO. 240400

Barn Find:

one old -time fiberglass hoods w/ scoops: 1964–65 Falcon/ Ranchero hood w/ a raised hood scoop molded in; found in the barn of a Colorado drag racer; used at Bandimere Speedway in the 80s-90s, $250 OBO. Almost impossible to ship this item, so I highly suggest local pickup; can be brought to Nationals and save shipping. Call or email Lenny Kellogg at Kellogg’s Garage: lenkellogg1964@gmail.com, 970-593-1964 or visit us at kelloggsgarage.com. CO. 240414

PARTS WANTED

WANTED: 289 Hi Po San Jose built four-speed radiator. Top tank is stamped: C4ZE W-MO G2 2-65. 3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part number on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part number on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 6274 Rocky Grove, Cedar Hill, MO 63016, 314-480-2556 or kslitteken@aol.com. 240411

I am looking for a factory stock air cleaner for a 1960 Ford Falcon Ranchero, 144 engine.The photo shows exact item I am looking for. Contact me by phone 309-212-6528 or email jeff_schlink@hotmail.com. 240214

MISCELLANEOUS

Hello FCA Members! I am an avid license plate collector (ALPCA #13258) and may have or able to find YOM plates for your prized ride. Price range $50–$500. Contact: James Collins, 175 Montesito Lane, Floresville, Texas,78114; jacoll87@yahoo.com; 830-321-2434.

PROPOSED BY-LAW CHANGES

Bylaw revision Items for membership consideration/voting at National Convention July 11-12 & 13th, Hot Springs, Arkansas.

In looking at the day-to-day operation of the club we have noticed that we have been out of compliance with three areas that we want to correct. In an effort to ensure consistency of alignment between practice and written rule, we want to present these revisions for consideration. Following is a brief explanation of each proposal:

4.1.2 is proposed to restore the position of President and Vice-President to non-voting members of the board. Only elected board members will have voting privileges.

7.1 Since we have not published a monthly magazine in quite some time, we feel it is necessary to align our current practice with the correct wording of the bylaw of printing a magazine on a bi-monthly basis.

Article 4 Officers—Elections & Management

4.1.2

Current:

Terms of the office for Board members other than the President and Vice President are Five years. The President and Vice President Shall each be a member of the Board while serving in their respective offices.

Proposed:

Terms of the office for Board members are Five years.

President and Vice President are Non-Voting offices. (as prior)

Article 7 Publication

7.1

Current:

The editor publishes a monthly newsletter containing such items as:

Proposed:

The editor publishes a Bi-Monthly newsletter containing such items as;

IN THE NEWS

Jim Buffett's 1963 Falcon Sells at Auction

GREENSBORO, N.C.

A **1963½ Falcon Sprint Convertible** owned by the late Jimmy Buffett was the sold for $258,500 at the GAA Classic Car Auction in Greensboro, North Carolina,

James William Buffett of Key West, Florida, or better known to friends, family, and a legion of fans as Jimmy Buffett, the Margaritaville music icon, died in September 2023. His followers, called Parrotheads, can imagine he may have dreamed up some of his song lyrics cruising down Highway 1 in this classic.

When he purchased it on May 24, 2002, the odometer read 8,578 miles on it ; when sold it read 11,845 miles. Jimmy's Australian sheepskin seat covers were included, as well as his extravagant sound system. He added a four-barrel intake and Holley carburetor. Buffett had also added a roll bar so the car could carry his surfboard.

Included in the sale was a signed Fender Strat Squier Guitar and one of his surf boards.

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FALCON CLUB UPCOMING EVENTS

...and still more to come

Mark Your Calendar

This one-day car show at the Classic Auto Mall in Morgantown, Pennsylvania is a a no frills show with 12 Keystone shaped awards, featuring Pat and Diane Varricchio's 1963 Sprint to commemorate Pat's long-time dedication to the Falcon Club. No food provided, but McDonalds and Nuse's Deli are nearby. A food truck is planning to be there serving coffee and breakfast items. For more information email Keystone@FordFalcon.org or go to FordFalcon.org/events.

"Truckin' to Ohio"

September 6–7, 2024

Wilmington, Ohio

For more info, go to OVCFCA.com

Carolina 15th Regional

September 27–28, 2024

Shelby, North Carolina

For more info, go to Carolinas Chapter, FCA on Facebook

2024 FCA Nationals

July 11–13, 2024

Register at falconclub.com or send in form on back cover with your check

2024 FCA NATIONAL CONVENTION AND MEET JULY 11-13, 2024

Embassy Suites by Hilton Hot Springs Hotel & Spa, Hot Springs, Arkansas 71901
To register online and pay with a credit card go to: 2024.falconclub.com

Registrant Information		
First and last name:		Guest First and last
Mailing Address:		City:
State and Zip Code:		First Time Attending? YES____ NO____
Are you a member of the FCA? If no, register as a non-member Yes____No____	If yes, provide FCA member	FCA Chapter:
Email Address:		Phone Number:

VEHICLE INFORMATION

	Year:	Body Style:	Category (See Below)	Class (FCA By-law section 5,6,4)
1				
2				

Categories: Stock, Daily/Driver/Street Driven, Diamond in the rough, Lite Modified, Modified and Display,
Concours Masters and modified masters Non-voting categories subject to qualification.

Trailer Parking Requested: YES_____ NO_____

Registration Fee	Type	Before June 28	After June 28	Quantity	Total
Non member	*No vehicle*	*$56.00*	*$61.00*		
Non member	*With vehicle*	*$66.00*	*$71.00*		
Member	*No vehicle*	*$18.00*	*$23.00*		
Member	*First vehicle*	*$28.00*	*$33.00*		
Member	*Add. Vehicle each*	*$20.00*	*$25.00*		
Swap Spaces each	*Each space*	*$25.00*	*$30.00*		
T-SHIRTS $23.00	*SMALL _____*	*MEDIUM_____*	*LARGE_____*	*XL_____*	
T-SHIRTS $25.00	*2XL_____*	*3XL_____*			
Ladies Tea	*Limited Availability*	*$40.00*	*$40.00*		
					GRAND TOTAL:

Please note any food allergies, vegetarian, gluten free_____

MEMBERSHIP REQUIRED TO PARTICIPATE– Non-member includes one year of membership dues.

Liability release: In consideration of this entry being accepted, I, for myself and for my heirs, executors, and personal representatives, hereby release, discharge, and waive all claims and rights for damages that I have or may have against the Falcon Club of America; Embassy Suites by Hilton; and each of their respective chapters, officers, directors, employees, members, contractors and agents (hereinafter collectively called "Entities") for personal injury to me (including death) and for damage to property arising out of my participation in or attendance at the FCA National meet. I agree to indemnify and hold harmless the Entities from all claims and liabilities caused by or arising out of my negligent acts arising out of or related to my participation or attendance at the 2024 FCA National Meet.

Signature:_____Printed Name:_____Date:_____

Hotel Information: Embassy Suites by Hilton Hotel & Spa, 400 Convention Blvd; Hot Springs, Arkansas 71901 Phone; 501-624-9200.
Mention "Falcon Club National 2024" to get rates of $140.00 for a single/double, plus taxes.
Cutoff date for this rate is at 5:00 pm June 28th, 2024 or book online at www.hilton.com
Registration by mail: Send registration form to the address below along with check payable to: **Founders Chapter-FCA**

Founders Chapter
Attn: Mark Sword
35 Dillon Drive
Cabot, Arkansas 72023
Questions? Contact Denise Sword, ddsword1@yahoo.com, 501-804-9700 or Mark Sword Jr. 501-804-2918